

# INTERSTATE 15 MANAGED LANES

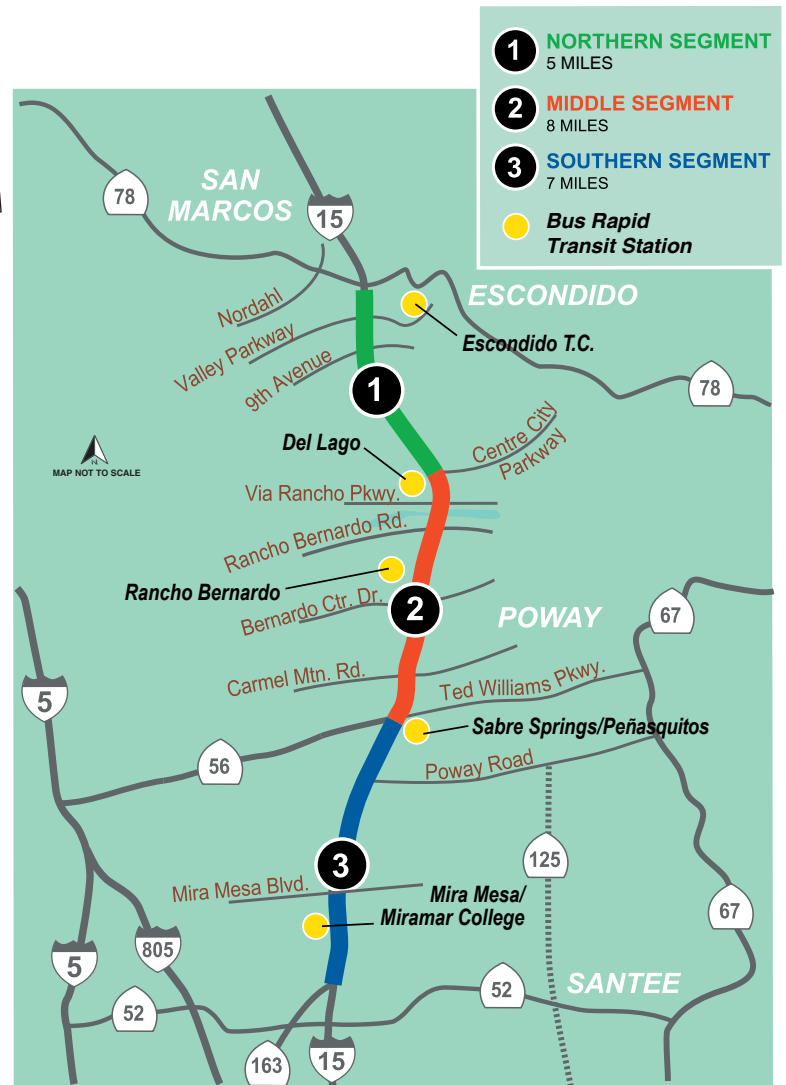
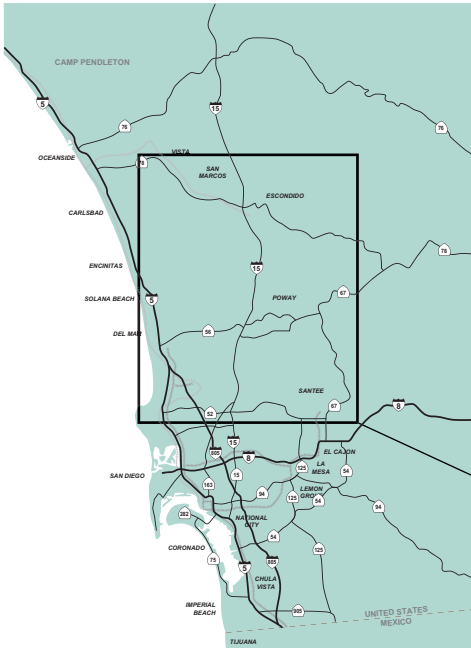
Total Cost	Programmed	TEA-21 Reauthorization	FY 2004 Appropriation	FY 2005 Appropriation Requested
\$758m	\$392m	\$364m	\$2m	\$8m

## Better Traffic Flow, More Buses

### The Project:

This project will build on the success of the I-15 HOV Lanes and FasTrak™ program by creating a 20-mile “Managed Lanes” facility in the median of Interstate 15 between State Route 163 and State Route 78. When completed, it will feature a four-lane high occupancy vehicle (HOV) facility with a movable barrier (similar to the movable barriers on the San Diego-Coronado Bridge), multiple

(over)



*This highway expansion will feature a four-lane high occupancy vehicle facility, a movable barrier that can be shifted to provide up to three lanes in the direction of the flow of traffic, multiple access points to the regular highway lanes, and direct access ramps for buses, carpoolers, and I-15 FasTrak™ customers.*



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access points to the regular highway lanes, and direct access ramps for buses, carpools, and I-15 FasTrak customers. A high frequency express bus system, known as Bus Rapid Transit (BRT), will be operated in these Managed Lanes.

**The Need:** Average daily traffic on I-15 ranges from 170,000 to 295,000 vehicles, with daily commute delays ranging from 30 to 45 minutes in the general purpose lanes. The I-15 FasTrak program successfully demonstrated that value pricing can be an effective tool for increasing use of an HOV facility while maintaining free-flow conditions on the facility.

**Project Costs:** Total costs for the freeway improvements and transit elements of the I-15 Managed Lanes are estimated at \$758 million.

**Project Status:** The Managed Lanes will be constructed in three phases (see map). The Middle Segment will be the first phase of the Managed Lanes to be constructed. It is scheduled to open to traffic in late 2007.

- The movable barrier allows for up to three added lanes available to drivers during rush hours in the peak direction.
- Carpools and I-15 FasTrak users will enter and exit the Managed Lanes from the freeway lanes at seven access points along I-15.
- A BRT system will operate in the Managed Lanes. Transit stations and park and ride lots will be located along I-15 and will be connected to the Managed Lanes via direct access ramps. These direct access ramps will allow both BRT buses, carpools, and I-15 FasTrak customers to bypass freeway on-ramps.
- SANDAG approved implementing electronic tolling on the Managed Lanes for solo commuters. The tolls will be charged on a per-mile basis.

**Funding Status:** SANDAG and Caltrans have identified \$392 million (GARVEE Bond \$171.3 million) so far for the complete construction of the middle Segment of the Managed Lanes. In addition, SANDAG secured \$960,000 from the Federal Highway Administration to study the options for value pricing on the Managed Lanes. Additional funding is needed to implement value pricing on the managed lanes.

The \$8 million in funds requested for FY 2005 would be combined with \$6 million in currently programmed STIP funds to complete design on the north and south segments. An additional \$364 million in funds from the TEA-21 reauthorization process would complete construction of the north and south segments. There is a FY 2004 pending appropriation for \$2 million.

**Summary:** The I-15 Managed Lanes project is an innovative solution to the growing traffic congestion in the corridor. Through value pricing, the movable barrier system, the BRT system, and multiple access points, the Managed Lanes will offer a premium level of service to transit users, carpools, and paying single-occupant commuters. SANDAG estimates that 35,600 carpools and bus passengers will use the facility in the mornings, and 29,200 carpools and bus passengers will use it in the evenings once it is fully completed in 2010. Additional vehicles could be allowed on the facility as value pricing for solo drivers is introduced.